

was being done at three other stations on the bleak sand dunes which stretch from Little Egg Harbor north to Barnegat light. None of the crews knew the exact location of the ship in peril. They only knew that somewhere out in the white smother beyond the breaking crests their duty called them and they began their fight with the tumbling surf line.

From Little Egg Harbor and the two stations on Brigantine the surf-boats were pushing from their sheds and into the waves. Time and again boats and men were hurled back by the oncoming combers; the snow was blinding; spray whipped off from the tops of the waves mingled with the snow to drive like shot into men's eyes.

Finally Capt. Rider and seven men in their boat G. B. McClellan topped the surf line and were groping through the murk into the teeth of the gale. In turn Capt. Holcomb and Capt. Smith got their boats on even keel beyond the surf line and joined the search for the stranded vessel.

COULD NOT GET NEAR STEAMER.

Capt. Rider and his men were the only ones to come in sight of the big white tropic ship. They saw that she was not breaking up, and did not risk the extra danger of drawing closer than a half mile.

In the midst of the lifesavers' difficulties one boat had to turn aside to render aid to the powerboat from Atlantic City. Near noon the powerboat was seen to be steering for sheltered water inside the shoals. Signals of distress were waved from the powerboat to the nearest craft of the Little Beach lifesavers, and they put over to assist the crew of the powerboat in making repairs. Their engine had broken down under the strain of the ocean's pounding.

R. W. Boissvain, general traffic manager of the United Fruit Company, received the first wireless report from the Turrialba's commander and as soon as the Merritt & Chapman wrecking company could be communicated with he gave orders for the dispatching of two big wrecking tugs to the scene of the big ship's peril. The two tugs cannot make the trip much under seven hours, particularly since they will have to buck a head wind and sea during all the trip down the coast.

At the offices of the United Fruit Company, No. 17 Battery place, it was said no complete passenger list of the Turrialba was available. Traffic Manager Boissvain refused all information concerning the vessel's plight.

MANY SHIPS WRECKED WHERE THE TURRIALBA LIES.

The Turrialba left New York on Nov. 30 for her round trip through Caribbean ports. She left Port Limon, Costa Rica, for the return leg of the trip a week ago yesterday, touched at Kingston, Jamaica, five days ago and was to have arrived at her berth, Pier 15, East River, some time about noon. She was laden with fruit, coffee and other tropical products.

One of the newest and largest vessels in the United Fruit Company's service, the Turrialba is a steel ship of 5,000 tons. It is specially designed for service in tropical waters. As a carrier of green fruit, particularly bananas, the boat was fitted with a complete refrigerating plant with an arrangement whereby the cold air could be carried through all staterooms in hot weather.

The place where she now lies, battered by the mountainous waves, is an historic graveyard of ships. So many wrecks have there been "along Barnegat way," as the natives term the strip of treacherous coast, that the old fishermen and descendants of wreckers who make their homes there count epochs of time from the dates when this and that boat went ashore.

INSPECTOR HUGHES ON TURRIALBA.

Commissioner Hughes received a wireless despatch to-day from Inspector Edward P. Hughes briefly stating that the inspector was on the United Fruit Company's steamship Turrialba, and requesting an extension of his leave of absence.

Hughes left for his vacation on Dec. 2, being ordered to report again for duty to-morrow morning at 8 o'clock. Commissioner Waldo wireless back that his request was granted and he made the extension indefinite.

Panic Aboard Ferryboat When Hit by Tug in Storm.

The ferryboat Brooklyn, of the Atlantic Avenue line, was run down in the snowstorm and four persons were hurt, this morning. The vessel landed at her pier at South Ferry an hour late on the run across the river. The blinding snow made it impossible to see more than a few feet away on any side and a tugboat with two lumber barges in tow came out of the story and crashed into the passenger boat just astern of amidships.

Instantly there was a wild scene on the ferryboat. Women screamed and men got ready to jump. There was a crashing of glass and a sound of splintering wood as the men's cabin air was partly carried away. In the semi-darkness it was impossible to tell what the damage was.

On board the tug bells were rung to stop and then to back and the vessel hung close to the injured ferry and a tug of aid being required. The deckhands of the ferryboat were among the passengers giving assistance that every-

thing was at risk, but the women kept on screaming till some of the men passengers with level heads got among them and quieted them with their assurances that the vessel was not damaged and that they were very near the ferry slip. The Brooklyn had then been out one hour on her usual run of a few minutes.

The snow shut out objects on the shore and river as effectively as a dense fog. When the Brooklyn rode safely into her slip a hurry call was sent to the St. Gregory Volunteer Hospital, and Dr. Freeman responded with an ambulance. The injured are Edward Sullivan, No. 24 Amity street, fractured ribs; John Sullivan, No. 22 Freeman street, contusions and lacerations; Thomas Hennessy, No. 24 Hicks street, laceration and contusion of right foot. All the injured live in Brooklyn. They were removed to the hospital.

Schooner With Eight Aboard Driven on Sandy Hook Beach

The three-masted lumber schooner John H. May was driven ashore to-day on the beach of Sandy Hook. The mountainous waves, driven before the gale, lifted her so high on the beach that she lay far inside the low-tide line. Capt. W. Stille and his crew of seven men were able to drop to the land and walk to the two life-saving crews which had been battling all morning to reach them when they were further out on the scolding shoals.

Capt. Chester Lippincott of Sandy Hook Life-Saving Station No. 1 was notified at 8 o'clock that the schooner was in trouble out in the direction of the two-thousand-yard target used by the proving station at Fort Hancock. With eight men he launched the motor lifeboat of the station after seeing the sign of Station No. 1 to come with "tide beam," which they dragged up the beach on a truck.

The schooner was running so high and with so many choppy treacherous changes of direction that neither Lippincott's crew nor the No. 2 boat could get near enough to the vessel to set a line aboard. The schooner was pounding so heavily that they feared she might break up at any moment and were eager to get the brooch's buoy working.

STREET EMPLOYEES DEPRIVED OF HOLIDAY BY HEAVY SNOWFALL.

The Snow King's visit has upset the plan of "Big Bill" Edwards to afford the 4,000 employees of the street cleaning department and the 2,000 horses of the department a holiday to-morrow. It had been planned and the order gone forth that "not a wheel would turn" in the street cleaning department or any of its stations to-morrow.

The weather man had informed "Big Bill" with an assurance that was candid in itself, that there wasn't a pint of snow in sight for these latitudes and, banking on this expert and official information, Commissioner Edwards caused general or-

ders to be issued granting every em-

ployee a real Christmas holiday. When the Commissioner was awakened at 2 o'clock this morning and told of the very fall of snow he had hundreds of men at work street corners and crossings in the business districts by daylight. The Commissioner also got in immediate touch with Frank Bradley, who is making the work of snow removal for the Belmont Trucking Company, which has the snow contract work in Manhattan.

Bradley and Commissioner Edwards reached the Fifth Avenue snow headquarters early and began the direction of removal operations from that point. The Belmont Trucking Company has the contract for snow removal at a uniform rate of 40 cents a cubic yard. The award was made after competitive bidding, in which the largest contracting and trucking companies participated.

Commissioner Edwards estimated the chief arteries of travel, Broadway, Fifth Avenue and Sixth Avenue, together with the important downtown and uptown intersecting streets, will have been cleared by daylight providing there is a cessation in the fall.

Old as your chest! Buy on 20-MO-TA. See the Evening World for full particulars.

THE EVENING WORLD, 100 N. Y. CITY. See the Evening World for full particulars.

THE EVENING WORLD, 100 N. Y. CITY. See the Evening World for full particulars.

THE EVENING WORLD, 100 N. Y. CITY. See the Evening World for full particulars.

Fifth Avenue Shoppers Braving Snowstorm, Dodging Autos Amid Blinding Whirl of Flakes

(Specially Photographed for The Evening World by a Staff Photographer.)



SCENE ON 5TH AVENUE

BIG SNOW CRIPPLES TRAFFIC AND SPOILS LATE SHOPPING

Eight Thousand Homecoming Passengers Are Tied Up on Steamers Held at Quarantine and Sandy Hook While Storm Rages.

Santa Claus dropped into New York early to-day and began to carry out his own particular scheme of Christmas decoration. Consequently at noon there was something over ten inches of snow under foot and atop the spires, minarets and roofs of the city, and the limbs of the big Municipal Christmas tree in Madison Square Park had room for no artificial tinsel.

But though he started the first sleigh bells jingling in the parks-tins, shortly reminders of the days before the automobile came and tire chains took the place of runners-Santa brought suffering and some inconvenience to millions. Traffic on street car lines, on the elevated roads and on the suburban roads which carry nearly hundreds of thousands into the workday city was crippled more or less; only the subway, "running indoors," continued to shuttle its sardined patrons officeward on schedule.

HOLIDAY HOME-COMING STEAMERS HELD UP.

With the snow swirling in blinding masses before a forty-five knot north-east gale, nearly 8,000 passengers, hurrying home for the Christmas holidays, are held up outside Sandy Hook and in Quarantine.

Three big mail steamers are anchored outside the Hook and two in Quarantine and one little coaster, the Ancon, of the Panama line, is in their company. Inside and outside, over 100,000 gross tons are tied up. Outside the Hook are the Red Star line Lapland, from Antwerp, with 1,000 passengers; Martha Washington of the Austrian-American line, bound from Trieste with 800 passengers; the Hamburg-American, America, from Hamburg, with 1,833 passengers.

In Quarantine are the Rotterdam of the Holland-American line, from Rotterdam, with 800 passengers; the George Washington of the North German Lloyd, with 2,000 passengers, and the Ancon from Panama, with 100 passengers.

All the delayed vessels are heavily laden with Christmas mail.

BROOKLYN "L" TRAINS MAKE MANY STOPS.

The first crowds to strike into the storm before the snow was packed down by tramping feet were a bit grouchy. These early-to-work pedestrians were forced to wade through damp, clinging snow that came well above their shins and, in drifts, reached their knees. Struggling through the heavy going, buffeted by a forty-mile gale and with flying snow sweeping inside overcoat collars and mufflers, they reached surface lines and "L" to find traffic almost paralyzed.

Those coming into the city from Cypress Hills and such outlying sections of Brooklyn found their usual half-hour run had been doubled. Express trains on the Brooklyn and New York "L" stopped on an average of twenty times between stations to make sure there would be no accidents. Suburbanites fared rather better. The roads, taught by many costly lessons in the past, had out snow ploughs and gas-blowing snow melters long before the inbound traffic had begun. So when the morning rush was on in earnest there was little delay-hardly more than might be occasioned by a heavy rainstorm.

The department stores had thought they would have to carry over until next year almost the entire stock of goods, but in the early morning rush of do-your-Christmas-shopping-late-rats everything on runners was commandeered.

STORM WILL DELAY XMAS PRESENTS.

Santa played a bit of a joke on him-

self with and trampled upon each other. Doors and windows were broken, but none was hurt, so far as the police were able to learn.

FIRST "WHITE XMAS" HERE SINCE 1909.

The snowstorm, which came out of the South, was general over this section, New Jersey, Pennsylvania, Maryland and other States in this part of the country were all in its grip, but nowhere was the snowfall heavier than in Greater New York.

The streets were hard for smooth-shod horses to negotiate, and every little way, in thoroughfares where driving is extensive, a horse or team was down on the pavement.

Superintendent Dunphy of the Snow Removal Bureau of the Street Cleaning Department was not convinced by 4 o'clock that the snow was going to amount to very much. He said the snow clearing contractors were not supposed to go to work until three or more inches had fallen. He was not sure they would be needed.

"I'll wait," said Dunphy, "until I get an official report of the depth of the snow at 6 o'clock. If that report is of a three-inch fall or more, then I'll get out the contractors. Otherwise, I'll merely send men and sweepers from the department to clean things up a bit in the financial and shopping districts."

But long before 6 o'clock, Mr. Dunphy was convinced without official report, that the occasion had arisen for the services of the snow removing contractors and they, together with every other snow-moving force in the city, were gotten onto the streets and put to work by daylight.

Snow was falling at Philadelphia, Pittsburgh, Harrisburg and Altoona, Pa.; Baltimore, Md.; Wilmington, Del.; Washington, D. C., and other Eastern points. Temperatures were not low in New York City. At midnight, about an hour before the descent of the first flakes, the thermometer registered 39 degrees above zero. Shortly after 1 o'clock there was a drop of two degrees and after that the thermometer remained stationary at 38 degrees until the day was pretty far advanced.

TWO DEATHS RESULT INDIRECTLY FROM STORM.

One death and numbers of serious ac-

cidents resulted from the storm.

Peter McDermott, fifty years old, of No. 22 East One Hundredth street and Lexington Avenue, was passing along a temporary wooden sidewalk at One Hundred and Second street and Lexington Avenue early this morning. The snow had made the boardwalk slippery and McDermott fell.

When Policeman Hammet of the East One Hundred and Fourth street station got to him he was unconscious and Hammet sent in a call for an ambulance to the Harlem Hospital. Dr. Hill said Mr. McDermott was dead from concussion of the brain, due to the fall.

Tony Matto, forty years old, a laborer, of No. 1000 Lind Avenue, the Bronx, was run down and killed by a southbound electric train on the New York Central tracks at High Bridge. The motorman did not see him because of the driving snow.

William Mohr, manager of a restaurant on Broadway downtown, left his home at No. 104 Bergen street, Brooklyn, early to-day, and was hurrying to his work. In crossing Broadway at Worth street he slipped on the cartrack and fell forward on his knees. Policeman Flood of the Leonard street station went to his aid and called Dr. Hudson from the Hudson Street Hospital.

Dr. Hudson said both Mr. Mohr's knees were fractured and he would probably be crippled for life.

Dennis Kelly, thirty-five years old, a laborer, of No. 44 Eleventh Avenue, was at work in the New York Central freight yards in Eleventh Avenue, when, blinded by snow, he was caught between two moving freight cars and crushed. He was removed to the Poly-clinic Hospital in a serious condition, suffering from internal injuries.

William Holden of Passaic, N. J., was struck by a falling sign, blown down by the wind, a few doors from his place of business, at No. 32 West Twenty-fifth street. His back was broken and it is probable his skull was fractured. He was taken to Bellevue.

Commuters from Jersey suffered only minor inconvenience as a result of the storm. Most of the trains were a few minutes late, but there was none of the delays of older days, when a six-inch snowstorm was due to tie up suburban traffic for hours. All of the railroads had their snow plows out within an hour after the snow started to fall in quantities, and, with four or five hours' leeway before the beginning of the rush traffic, were able to have their lines snaphaps.

The Long Island Railroad and the Westchester County lines also were able to take care of the usual traffic without unusual delays. The Long Island tried out a machine for melting ice which might accumulate on the tracks. Failure of the mercury to take any decided drop with the coming of the snow made its use almost unnecessary, however.

Ferryboats were delayed to some extent by the thick weather. Traffic from Jersey terminals of railroads to the west was particularly light, commuters taking to the Hudson Tubes by the thousands. The result was increased crowds there, but these unexpected additions to the day's business were handled with but little delay.

All the railroads and transportation lines insisted the expected rush of shoppers later in the day would be handled without difficulty. Incidentally, traffic experts insisted the weather would have no effect upon the looked-for throngs of women shoppers.

BUSINESS BIG ON THE SUBWAY LINES.

The Interborough experienced several delays, but none of them serious. Employees were more inclined to blame their troubles on the usual Christmas-may rush than on the weather. They grumbled a bit, however, that both should come at the same time.

The subway had to contend with increased business. Thousands who ordinarily use elevated or surface service sought the underground to insure against running into blockades because of the weather.

From Jersey City, Long Island City, the towns of Staten Island and other communities came tales of woes from operators and patrons of traction lines alike. In Brooklyn the new fangled "trip fender" on the trolley cars, designed to drop on contact with any unfortunate citizen in the car's path, proved a stumbling block to traction. Cars equipped with it often were halted a half dozen times in a block, the delicate but brainless apparatus not differentiating between contact with flesh and bone or with a snow bank. In each case the motorman had to descend from his platform and put the fender back in "Position A."

The F. & M. Schaefer
Wholesome
Nutritious
Delicious
Wiener Beer
BREWERY BOTTLING
Order a Case.
Tel. 170-Plaza.

CANBY
PENNY A POUND PROFIT
The famous Canby candy and great number of attendees at 54 Barclay street use the Left store advertisement to customers whose time is limited and cost service is necessary.

Buy Your Candies Early and Avoid the Rush

ASSORTED HARD CANDLES

ONE POUND BOXES

OLD-FASHIONED CLEAR ANIMAL TOYS

SPECIAL MIXED CANDY

HIGH GRADE BONBONS

HIGH GRADE ASSORTED CHOCOLATES

IMPORTED FRENCH GLACE FRUITS, NEW CROP, JUST ARRIVED, 5-POUND BOXES

SPECIAL OFFER TO SUNDAY SCHOOLS, CHURCHES, ETC.

POUNDS OF "METROPOLITAN" MIXTURE, ABSOLUTELY PURE, WHOLE-SOME CANDY, AND 60 HALF-POUND BOXES, FOR

POUNDS OF OLD FASHION CLEAR CANDY AND 60 HALF-POUND BOXES FOR

POUNDS OF "MANHATTAN MIXED," CONSISTING OF CHOCOLATES, CARAMELS, CREAMS AND 20 OTHER KINDS, AND 60 HALF-POUND BOXES FOR

ALL OUR STORES OPEN TO-NIGHT UNTIL MIDNIGHT

64 BARCLAY STREET

206 BROADWAY

147 NASSAU STREET

Lawrence C. Phipps Jr. to Wed.

COUNSEL BLUFFS, Iowa, Dec. 24.—The marriage of Lawrence C. Phipps Jr. of Denver, son of the Pittsburgh millionaire steel manufacturer, to Miss Gladys Hart of South Dakota will take place at the home of Mrs. Charles Test Stewart here Saturday afternoon, Dec. 28. Mr. and Mrs. Phipps will leave at once for Egypt.

THE TIDE.
High Water. Low Water.
Sandy Hook. 12:23 P.M. 12:58 P.M.
Forty-fourth Street. 12:23 P.M. 12:58 P.M.
Hell Gate. 12:23 P.M. 12:58 P.M.

SKIN TROUBLE LIKE WATER BLISTERS

Spread Over Side of Face. Itched Very Badly. Had to Keep Hands Tied. Cuticura Soap and Ointment Cured in a Month.

R. F. D. No. 8, Waterloo, N. Y.—"I noticed a red spot near my baby Edith's eye. Pimples began to come up and water oozed out. I put on ointment but it kept getting worse and in a week it had spread over nearly the whole side of her face. It made her look very bad at the time. It seemed to itch very badly so that I was obliged to keep her hands tied so she could not scratch it. The sores came like water blisters, quite red and when she did scratch them the water and blood would ooze out and run down her face, and then dry in a nasty, yellowish, thick-looking scab, only to get rubbed off and bleed again.

"I used ——— Salve, but it was too harsh for her tender skin. I was advised to go to a specialist, but wanted to try Cuticura Soap and Ointment first so sent for samples. They seemed to soothe at once. In a day or so I could see plainly that the sores were healing. I bought a 50c box of Cuticura Ointment and some Cuticura Soap. I kept on and in a month her face was as free from sores as anybody's; she was entirely cured." (Signed) Mrs. Geo. W. Paine, Jan. 6, 1912.

Cuticura Soap and Ointment are sold throughout the world. Liberal sample of each mailed free, with 32-p. Skin Book. Address post-card "Cuticura, Dept. T, Boston."

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.

See Tender-faced men should use Cuticura Soap Shaving Stick, 25c. Sample free.